

Message Text

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62

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

 DOTE-00 INR-07 NSAE-00 CIEP-01 FAA-00 MCT-01 PM-04

 H-02 L-03 NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06

 IO-13 NEA-10 SY-05 /098 W

 070049

R 011502Z SEP 76

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 4518

INFO AMEMBASSY LONDON

AMEMBASSY ROME

FAA BRUSSELS

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E. O. 11652: N/A

TAGS: EAIR, FR, US

SUBJ: TERRORIST ATTACK IN ISTANBUL AND INTERNATIONAL
 AIRPORT SECURITY

REF: STATE 212490

1. SECURITY IS TIGHT AT THE TWO MAJOR INTERNATIONAL
AIRPORTS IN PARIS, CHARLES DE GAULLE AND ORLY.
TERRORIST ATTACKS THAT HAVE OCCURRED AT ORLY AS WELL AS
HIJACKINGS RESULTING FROM LAX PRESCREENING (ELSEWHERE
BUT ALSO IN PARIS) CONTRIBUTED TO A VERY
CONSIDERABLE STRENGTHENING OF SECURITY MEASURES AS
REGARDS BOTH PRESCREENING OF PASSENGERS AND HAND
LUGGAGE AND PROTECTION OF AIR TERMINAL FACILITIES AND
AIRCRAFT AT CDG AND ORLY AIRPORTS. FAA SECURITY
EXPERTS HAVE MET ON SEVERAL OCCASIONS WITH THEIR
FRENCH COUNTERPARTS, AND WAYS OF
IMPROVING SECURITY IN TRANSIT AREAS IN
PARTICULAR AT THE PARIS AIRPORTS HAVE FIGURED
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IMPORTANTLY IN THESE DISCUSSIONS.

2. IN SOME RESPECTS SECURITY AT PARIS AIRPORTS MAY BE TIGHTER THAN AT MANY US INTERNATIONAL AIRPORTS, SINCE EXCEPT IN SPECIAL CASES AND THEN ONLY WITH SPECIFIC, INDIVIDUAL AUTHORIZATION, ONLY PASSENGERS ARE PERMITTED INTO TRANSIT AREA AND BEYOND PRE-CLEARANCE POINT IN PARIS. (WE UNDERSTAND FROM TWA THAT EFFORTS TO PREVENT WELL-WISHERS FROM ACCOMPANYING PASSENGERS BEYOND PRE-CLEARANCE POINT TO SEE THEM OFF ON FLIGHTS HAVE BEEN ABANDONED AS DISCRIMINATORY AT MANY MAJOR US AIRPORTS.)

3. RECENT HIJACKING OF AIR FRANCE AIRBUS THAT GAVE RISE TO ENTEBBE AFFAIR HAS CERTAINLY SUFFICED TO MAKE THE GOF EVEN MORE SECURITY-CONSCIOUS THAN BEFORE, IF THAT WERE POSSIBLE. UNDER THE CIRCUMSTANCES, WE SEE NOTHING TO BE GAINED AND, INDEED, IT WOULD ALMOST BE PRESUMPTUOUS OF US TO LECTURE GOF ON SECURITY AFTER ENTEBBE AFFAIR, SO THAT UNLESS FURTHER INSTRUCTED WE PREFER NOT TO CARRY OUT REFTEL DEMARCHE.

4. THERE IS ANOTHER, COGENT REASON WHY WE WOULD BE RELUCTANT TO MAKE PROPOSED DEMARCHE AT THIS TIME, NAMELY, WE BELIEVE THAT WE SHOULD FIRST GET OUR OWN HOUSE COMPLETELY IN ORDER. IN LAST WEEK OF JULY CAA HAD INFORMALLY ALERTED WASHINGTON AGENCIES CONCERNED TO SERIOUS SECURITY LAPSES HE HAD OBSERVED AT LOGAN INTERNATIONAL AIRPORT AT BOSTON INVOLVING SO SENSITIVE A FLIGHT AS TWA'S 810 TO TEL AVIV VIA PARIS AND ROME. THIS WAS FOLLOWED BY LETTERS ON THIS SAME SUBJECT FROM EMBASSY ON AUGUST 12 AND AUGUST 26. CAA ALSO DISCUSSED SITUATION WITH TWA REPS IN PARIS, WHO INSTITUTED THEIR OWN INQUIRIES WITHIN TWA ORGANIZATION AND LEARNED THAT PRESCRIBED ARRANGEMENTS AT LOGAN IN FACT APPEARED NOT TO HAVE BEEN FULLY IMPLEMENTED. TWA WAS ESPECIALLY CONCERNED OVER THIS SITUATION BECAUSE OF FIRM ASSURANCES THEY WERE REQUIRED TO GIVE ISRAELI AUTHORITIES THAT ALL TWA FLIGHTS DESTINED FOR ISRAEL WOULD HAVE BEEN SUBJECTED TO RIGOROUS PRESCREENING. THE EMBASSY HAS YET TO LIMITED OFFICIAL USE

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LEARN WHAT IF ANY FOLLOW-UP ACTION HAS BEEN TAKEN TO REMEDY THE SHORTCOMINGS AT LOGAN. THOSE SHORTCOMINGS NOT ONLY THREATEN SECURITY OF LOGAN AIRPORT AND THE SAFETY OF AIRCRAFT AND PASSENGERS OF A US CARRIER, BUT COULD ALSO BE A MEANS OF EXPORTING TERRORISM TO THE TRANSIT AREA AT CHARLES DE GAULLE AIRPORT IN PARIS AND THUS DEFEAT THE VERY PURPOSE OF THE CONCERN TO WHICH REFTEL IS DIRECTED.

RUSH

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Margaret P. Grafeld
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